

Project Reporting on the 2003 Transportation Funding Package

Introduction

WSDOT prepares information for legislators, state and local officials, interested citizens and the press on the progress of the program funded by the 2003 Transportation Funding Package. Much of the detailed information can be found on-line at the WSDOT website. The *Gray Notebook*, in these special *Beige Pages*, highlights each quarter's progress and reports on financial and other program management topics as well as detailed information on key projects.

The *Beige Pages* for this quarter are organized in the following manner:

- **Project Reporting**
- **Current Project Highlights and Accomplishments**
- **Project Delivery**
- **Financial Information**
- **Program Management Information**

We welcome suggestions and questions that can help us strengthen this project delivery and accountability reporting.

Overall, project reporting uses several different tools, including the *Gray Notebook*, web-based Project Pages, and Quarterly Project Reports (QPRs). There is a Project Page on the website for each major WSDOT project, and QPRs for Nickel funded projects in the 2003 Transportation Funding Package.

Navigation to the Home Page and the Project Pages

The Home Page (shown below) has several links that allow access to the individual Project Pages. The Accountability navigation bar provides access to the on-line version of the *Gray Notebook* which provides some project “hot links.” The Projects navigation bar provides direct links to several of the state’s largest projects and access to WSDOT’s Projects Page. The Projects Page can also be accessed from any WSDOT web page by clicking on the “projects” tab at the top of every page. WSDOT’s home page can be found at: www.wsdot.wa.gov/.



While WSDOT has developed user-friendly reports and front end applications to access project information on-line, it is important to note that the data used to generate these reports comes from antiquated legacy mainframe computer systems. Although the quality of the data is good, the time and effort needed to compile, verify and validate the data in these reports each quarter is considerable (in other words, these reports are the result of much manual input and effort, not the output of a modern project management information system).

This overall issue was addressed in two recently completed reports: one from the Joint Legislative Audit Review Committee titled, “Overview of Washington State Department of Transportation Capital Project Management” and a second report, commissioned by the Transportation Performance Audit Board, titled “Review of WSDOT’s Use of Performance Measurement.” In each of these reports, a key recommendation was made to conduct an assessment of the effectiveness of current information systems and options for addressing any deficiencies.

Project Reporting on the 2003 Transportation Funding Package

Project Reporting

Project Information Roadmap



Home Page

Gray Notebook

Project Pages

Project Pages report on all WSDOT 2003 Transportation Funding Package (Nickel) projects. Project Pages provide detailed information updated regularly:

- Overall Project Vision
- Financial Table, Funding Components
- Roll-up Milestones
- Roll-up Cash Flow, Contact Information
- Maps and Links QPR
- Quarterly Project Reports



Quarterly Project Reports (QPRs) summarize quarterly activities:

- Highlights
- Milestones
- Status Description
- Problem Statement
- Risks and Challenges
- Project Costs/Cash Flow
- Contact Information



Project Pages

Project Pages contain information on all aspects of a specific project. An existing Project Page is shown below.

Project Pages provide details on overall project vision, funding components, financial tables, milestones, status description, problem discussions, risks and challenges, forecasting, maps, photos, links and more.

Currently, approximately 230 Project Pages, of which 115 are Nickel Projects, provide on-line updates.

The Quarterly Project Reports are accessible through a link on the Project Page.

Project Pages provide a summary of the project status to date and are updated regularly to the best of WSDOT's ability.

Project Pages can be found at: www.wsdot.wa.gov/projects/



Current Project Highlights and Accomplishments

Capital Construction Overview

The sixteen-year Capital Construction Program represents over 1,300 projects and \$17 billion in planned expenditures. While the highway capital construction program represents the largest capital program at WSDOT, other capital projects include ferry vessels and terminals, rail projects, facilities, local programs, and the Tacoma Narrows Bridge. Funding of these projects includes a variety of fund sources, primarily Pre-Existing Funds (PEF) and 2003 Transportation Funding Package (Nickel) funds. The recently passed 2005 Transportation Funding Package provides a total of \$7.1 billion for all capital programs for 2005 to 2021 (\$6.7 billion for the Highway Construction Program).

All Capital Programs Combined: 2005-2021	
Dollars in Millions	
Facilities	118.6
Improvement Program	10,474.0
Preservation Program	3,992.0
Traffic	143.7
Ferries	1,832.2
Rail	349.2
Local Programs	166.2
Total	\$17,075.9

Notes: All programmatic values are preliminary estimates and are subject to change after a full Plan, Specifications and Estimates (PS&E) is completed on a project basis. Values include all sources of funds at the programmatic level.
Source data: 2005 legislative final provided to WSDOT on April 25, 2005.
Dollars include: Reserves, Statewide activities and Reductions.

The following *Beige Pages* provide information on the delivery of the 2003 Transportation Funding package.

Pre-Existing Funds project information is provided on a programmatic basis in the *White Pages* (Highway Construction Program). The *White Pages* provide information on meeting program advertisement dates, cashflow, details on the delivery of the Safety Improvement Program and selected project highlights and project updates on the Tacoma Narrows and Hood Canal Bridge projects.

Pre-Existing Funded Projects: 2005-2021	
Dollars in Millions	
Facilities	118.6
Highway Improvement	1,573.0
Highway Preservation	3,341.0
Traffic	143.7
Ferries	1,477.0
Rail	231.6
Local Programs	45.3
Total	\$6,930.2

2003 Transportation Funding Package: 2005-2021	
Dollars in Millions	
Highway Improvement	2,693.7
Highway Preservation	142.9
Ferries	169.8
Total	\$3,006.4

2005 Transportation Partnership Funding Package: 2005-2021	
Dollars in Millions	
Improvement	6,207.3
Preservation	508.1
Ferries	185.4
Rail	118.3
Local Programs	120.9
Total	\$7,140.0

Current Project Highlights and Accomplishments

Summary of Project Advertisements, Awards and Completions

The following is WSDOT's report of quarterly developments in the delivery of the 2003 Transportation Funding Package for the quarter ending June 30, 2005. This report will focus on project delivery resulting from adjustments adopted by the Legislature and passed in the 2004 Supplemental Transportation Budget and development of the 05-07 Capital Improvement and Preservation Program.

This project information is gathered from a variety of sources within WSDOT and is principally the responsibility of the various regional administrators and their project teams.

As a regular part of its project management and accountability strategy for the Legislature's 2003 Transportation Funding Package, a team of senior WSDOT managers from Olympia meets in each region every quarter to review the progress and status of each project and to offer assistance, support, and coordination of issues or problems arising with any project. This process also facilitates the ability of headquarters staff to discuss project status with legislative members and staff and to report firsthand to the Secretary, the Governor, and the Transportation Commission.

Projects Advertised and Completed Biennium to Date

As of June 30, 2005, 39 highway projects have been advertised. Of those, 13 have been completed. Since the March 31, 2005 publication of the *Gray Notebook*, one additional project has been completed, the I-5 Roanoke Noise Wall.

Recap of Thirteen Nickel Projects Completed as of June 30, 2005

Project Description	On Time Advertised	On Time Completed	Within Scope	On Budget (Dollars in Thousands)		
				Planned	Actual	
I-5 Roanoke Noise Wall	✓	✓	✓	\$3,500	\$1,166	✓ ¹
SR 9/SR 528 Intersection – Signal	✓	✓	✓	\$ 710	\$ 565	20% Under
I-90, Cle Elum River Bridge	✓	✓	✓	1,272	784	38% Under
I-90, Geiger Road to U.S. 2 Median Barrier	Early	Early	✓	781	781	✓
I-90, Highline Canal to Elk Heights – Truck Climbing Lanes	Early	Early	✓	4,200	4,483	2% Over ²
I-90, Ryegrass Summit to Vantage – Truck Climbing Lanes	Early	Early	✓	8,389	8,389	✓
I-90, Sullivan – State Line Median Barrier	Early	Early	✓	1,040	973	6% Under
SR 97A, Entiat Park Entrance– Turn Lanes	✓	Early	✓	196	136	31% Under
SR 124, East Jct SR 12 – Reconstruction	✓	✓	✓	295	295	✓
I-182/U.S. 395 Interchange – Roadside Safety	✓	Early	✓	76	59	22% Under
SR 203, NE 124th/Novelty Road Vicinity	✓	Early	✓	1,487	1,487	✓
U.S. 395, Kennewick Variable Message Sign	✓	Late	✓	332	308	7% Under
SR 500, NE 112th Ave. – Interchange	Early	Early	✓	21,300	21,300	✓
Cumulative Cost to Date				\$ 43,578	\$ 40,726	

Definitions:

"On Time Advertised": the project was advertised within the quarter as planned.

"On Time Completed": the project was operationally complete within the quarter as planned in the 03-05 Budget.

"Within Scope": the project was completed within the specific functional intent of a project as approved by the Legislature.

"On Budget": within +/- 5% of the baseline budget.

Section 503 2004 Supplemental Budget provides the Transportation Commission flexibility to balance project cost increases and decreases between Nickel projects, and to balance cash flow between biennia near biennial lines, as long as the adjustment does not impact the overall delivery of the ten-year program and does not involve changing the scope of any Nickel funded project.

Project Details:

1. Stage 1 complete, Stage 2 under construction

2. During excavation for the new lane, a large amount of saturated clay was found; this increased the cost of construction.

Current Project Highlights and Accomplishments

Summary of Project Advertisements, Awards and Completions

Biennium To Date

Completed projects (13) - see recap on previous page

Projects Advertised and Awarded (23)

I-5, 2nd Street Bridge – Replace Bridge
I-5, Salmon Creek to I-205
I-5, Pierce County Line to Tukwila – HOV
I-5, South 48th to Pacific Avenue – Core HOV
I-5, NE 175th Street to NE 205th Street – NB Lane
I-5, SR 526 to Marine View Dr.
I-5, Roanoke Vicinity Noise Wall - Stage 2
U.S. 12/SR 124 to McNary Pool – Add Lanes
SR 16, 36th Street to Olympic NW – HOV
SR 16/I-5 to Tacoma Narrows Bridge – HOV
SR 18, Covington to Maple Valley Highway
SR 24, I-82 to Keys Road
SR 31, Metaline Falls to International Border
I-90, Pines Road to Sullivan Road – Widen
I-90 Argonne Road to Pines Road – Widen
I-90, Eastbound Ramps to SR 18 – Signal
SR 106, Skobob Creek – Fish Passage
SR 161, 204th to 176th Street
SR 161, 234th Street to 204th Street E
SR 161, Jovita Blvd. to South 360th Street
SR 240/I-182 to Richland Y – Add Lanes
SR 240, Richland Y to Columbia Center Interchange
SR 395, NSC – Francis Ave. to Farwell Rd.
SR 527, 132nd Street SE to 112th Street SE

Projects Advertised, Pending Award (3)

SR7/SR 507 to SR 512 – Safety
SR 9/SR 522 to 228th Street SE – Widening
SR 9, 228th Street SE to 212th Street SE (SR 524)

Awarded Projects

The total Contract Award value for the 36 awarded projects is \$589 million, \$3.7 million below the pre-bid engineer's estimate of \$593 million. Three projects have been advertised and are pending award. These projects are not included in the engineer's estimate of \$593 million.

Delayed/Deferred Projects (8)

1) *SR 3/SR 303 Interchange (Waaga Way) – New Ramp*

Due to delays in completing environmental documentation, the advertisement date for this project has been delayed from May 2005 to August 2005.

2) *SR 9, Nooksack Rd. Vicinity to Cherry Street*

Because of right of way issues described in June 30, 2003 *Gray Notebook*, the project has been deferred to the 05-07 biennium.

3) *I-90, Seattle to Mercer Island*

This project has been delayed to provide for the issuance of the draft Environmental Impact Statement. This Draft EIS will allow the design to be completed by October 2005. This change was reported in the December 31, 2003 *Gray Notebook*.

4) *SR 167, 15th Street SW to 15th Street NW – HOV*

Because of previous funding uncertainties the construction phase of this project had been on hold for several years. The advertisement date has been delayed to allow time for revisions to previous designs of storm water treatment, wetland mitigation and floodplain investigations to meet today's newly applicable environmental requirements. This project now has a planned advertisement date of October 2005.

5) *SR 270, Pullman to Idaho State Line*

The advertisement date will be delayed approximately ten months, from January 2005 to November 2005, to make necessary changes to the design plan as reported in the June 2004 *Gray Notebook*.

6) *SR 522, Bothell – UW Campus Access*

The additional funding needed for construction from the legislature, University of Washington, and General Administration did not materialize during the 03-05 biennium. As a result, this project has been deferred to the 05-07 biennium.

7) *SR 522/I-5 to I-405*

Because of the benefits of coordinating work with the City of Lake Forest Park, the project has been deferred to the 05-07 biennium. See the "Watch List" on page 15.

8) *SR 543/I-5 to International Boundary*

Right of way acquisition and design revisions have caused this project's advertisement date to be delayed to November 2005. See the "Watch List" on page 15.

Current Project Highlights and Accomplishments

Contract Advertising and Awards 2003 Transportation Funding Package (“Nickel Funds”)

Projects Advertised this Quarter:

SR7/SR 507 to SR 512 – Safety

This project consolidates access points and constructs sidewalks, retaining walls, illumination, all in order to improve safety on the SR 7 corridor. This project was advertised on June 20, 2005. The low bid was \$13.7 million, \$2.6 million over the engineer’s estimate of \$11.1 million. The contract is awaiting award. The chief factor in the award value exceeding the engineer’s estimate was the escalating cost of materials, primarily concrete. See the “Watch List” on page 14.

SR 9/SR 522 to 228th Street SE – Widening and SR 9, 228th Street SE to 212th Street SE (SR 524)

This project adds lanes and enhances safety on 1.8 miles of SR 9. It was advertised in May 2005. The low bid is at \$18 million, \$400,000 under the engineer’s estimate of \$18.4 million. The contract is awaiting award.

SR 99, Aurora Ave N Corridor Project

SR 99 will receive significant upgrades between North 145th and North 165th Streets in Shoreline. The project will include the addition of business access and transit lanes, sidewalks, crosswalks, landscaping, illumination, two new signals and left and u-turn lanes. The City of Shoreline is also implementing a regional trail parallel to Aurora Avenue to serve bicyclists. The City of Shoreline is the lead for the construction of this project. Construction began on July 5, 2005. WSDOT’s contribution to funding this project is capped at \$10 million.

Current Project Highlights and Accomplishments

Construction Highlights

Highway Construction Program

I-5, Pierce Co. Line to Tukwila Interchange – HOV (Stage 4)

This project widens Interstate 5 between South 320th Street and the Pierce County Line by adding an HOV lane in order to relieve congestion. Construction on this project stage began in the spring of 2005. Currently crews are shifting traffic away from the I-5 median between South 320th Street in Federal Way and the Pierce County line in preparation for HOV lane construction.

I-5, NE 175th Street to NE 205th Street – NB Lane

This project adds an additional lane on Interstate 5 between northbound NE 175th Street on-ramp and NE 205th Street exit in Shoreline in order to relieve congestion and improve safety for merging traffic. Crews are currently working on drainage and electrical systems in the middle of the freeway.

I-5/SR 526 to Marine View Drive – HOV

The project constructs northbound and southbound HOV lanes in Everett between SR 526 and the vicinity of Marine View Drive. Contract award was in May 2005 based on the best value proposal submitted by the joint venture team of Atkinson Construction and CH2M Hill, one of several design-build competitors. The design-build contract was executed on May 25, 2005 for \$185 million dollars.

The consultant design-build team has now co-located its staff with WSDOT and FHWA in the Port Gardner Building in downtown Everett. Co-location provides for more efficient design reviews and accelerated completion of the construction plans. Construction is scheduled to begin in fall 2005 with a ceremony scheduled for September 9, 2005.

I-5, 2nd Street Bridge – Replace Bridge

This project replaces the 2nd Street Bridge over I-5 with increased vertical clearance to avoid a costly and inconvenient detour for trucks. Crews have extended the new 2nd Street Bridge over I-5 and are making significant progress. The project is on schedule to be open for traffic by early October 2005.

I-5, S 48th to Pacific Avenue – Core HOV

This project adds new ramps and widens structures on I-5 in Tacoma to eliminate the high accident, SR 16/NB I-5 weave and prepare for HOV lanes. The project will ease traffic flow and reduce the very high frequency of accidents on Interstate 5 between South 48th Street and Pacific Avenue in Tacoma.

On June 22, 2005 the construction contract was awarded to Kiewit Pacific Co. of Renton for \$72.9 million. Construction is expected to begin in July 2005.

I-5, Salmon Creek to I-205 – Widening

This project adds lanes on a two mile bottleneck segment of I-5 between NE 99th Street and NE 134th Street in Vancouver, including the replacement of two bridges over I-5. One of the new bridges has been completed and is now open to traffic. I-5 traffic has been moved along a temporary alignment while embankment and new lane locations have been attended to. Challenges to construction have been presented by wet soils and an unexpected underground spring, adding to the project cost by an as-yet-undetermined amount. All lanes are scheduled to be open to traffic in January 2007.

U.S. 12/SR 124 to McNary Pool – Add Lanes

This project constructs two additional lanes on 3.6 miles of U.S. 12 and a frontage road. It is the second of five phases that will provide a four-lane section on U.S. 12 from SR 124 to the Wallula vicinity. This is part of an overall, long-range plan to complete a four-lane highway from Burbank to Walla Walla. Work began in January 2005 and is currently 85% complete. On May 31, 2005, the two new U.S. 12 eastbound lanes were opened to traffic, five months ahead of schedule. Work continues towards installing permanent signals at the Humorist Road and Hanson Loop intersections with U.S. 12, installing signs, pavement markings, fencing and other miscellaneous work. Work is likely to be suspended in late July or early August until seeding operations can be done in October. Overall, the project is on schedule and within the proposed budget.

SR 16/I-5 to Tacoma Narrows Bridge – HOV

A project to build HOV lanes and other improvements on SR 16 from the Tacoma Narrows Bridge to I-5. There are two separate construction contracts. The first was completed in May. The second widens SR 16 from Union Ave to Jackson. Work includes bridge widenings, new retaining walls, new drainage systems and runoff detention ponds and a new frontage road. Work has been moving quickly and all its phases have been very visible to passing motorists. The project is on budget and expected to be open to traffic on schedule (May 2007), despite difficulties launching the project due to lawsuits challenging environmental permits.

Current Project Highlights and Accomplishments

Construction Highlights

SR 16, 36th St to Olympic Dr NW, Core HOV

This project will widen the west side of SR 16 from the new 36th Street interchange to the Olympic Drive Interchange. Construction began in April 2005 and the estimated completion of the widening is the end of the 2005 construction season. The initial construction on this job has paved the eastbound and westbound inside lanes. The single slope median barrier has been placed throughout the project construction limits. The drainage system work is almost completed and the ramp meters are being installed. The eastbound onramp at Olympic Drive is currently being widened. Shoulder paving and the final paving and striping in the eastbound and westbound lanes will occur this fall. Currently, the project is on schedule and within budget.

SR 18, Covington Way to Maple Valley

The clearing and grading permit for this area's widening of SR 18 (completed earlier this year) required a separate contractor to return to the alignment in order to grade and landscape the new highway. This is the contract for that work, with planting expected to begin in 2005 and be completed in 2006, subject to a four year plant establishment warranty. The work began in June 2005 and is on schedule and budget.

SR 24/I-82 to Keys Road

This project widens SR 24 by adding one lane in each direction from I-82 to Riverside Road, improves the interchange, and constructs a new bridge over the Yakima River. The project was awarded to Max J. Kuney Co. in April 2005 for \$34 million. The project budget was adjusted to the award amount and approved by the Transportation Commission. A project ground breaking, featuring Governor Christine Gregoire, occurred on July 12, 2005.

Site preparation activities began during the last week of May. The contractor placed high visibility construction fencing, cleared areas for new bridge foundations, and started forming and pouring foundations for bridges.

SR 31, Metaline Falls to International Border

This project constructs an all-weather highway and replaces the Sullivan Creek Bridge. This is a multi-phased project with two contracts. On the first contract, Metaline Falls to Int'l Border, construction activities resumed in early May 2005 after being shut down for last winter. Excavation of the slopes plus blasting and building of the roadway embankments are in progress. The contract is on schedule with construction

planned during the 2005 and 2006 construction seasons. On the second contract, Sullivan Creek Bridge, the bridge design is underway and a geotechnical report is being prepared. Advertisement is planned for January 2006.

I-90, Pines Road to Sullivan Road – Widen & I-90, Argonne Road to Pines Road – Widen

This project constructs one additional lane in each direction on a 2.1 mile long stretch of I-90 in the Spokane area. Work is now more than 70% complete. Reconstruction of the westbound lanes commenced in March 2005. Concrete-paving began in May. Other ongoing activities, including noise wall construction and electrical installation, are also underway.

SR 106, Skobob Creek – Fish Passage

This project builds a new bridge to replace an undersized culvert, advocated for by a local habitat restoration group. The project was awarded in April 2005. Construction began in June and is expected to be completed in December 2006. For reasons described in the *Beige Pages* in the *Gray Notebook* for December 31, 2004, the construction contract for the project was bid at a higher price than the Legislature's budget expectation (the cost estimate had not been prepared by WSDOT). The contract is now proceeding well.

SR 161, Jovita Blvd to S 360th Street

This project will widen SR 161 to five lanes through the commercial area, and to four lanes in residential areas. Construction crews are nearly finished building retaining walls and can now begin widening the roadway and installing drainage pipes throughout the project. Crews have installed a new culvert underneath SR 161. The new culvert will prevent flooding, and improve fish passage and habitat in Hylebos Creek, an important regional body of water.

SR 161, 234th St to 204th Street E & SR 161, 204th Street to 176th Street

Provides additional capacity and safety improvements along four miles of SR 161. There are currently two lanes. There will be five lanes when this project is completed. Construction work is being completed on the southern segment, 204th to 234th Streets. The contractor has finished paving, and striping will be completed in August. Roadway widening is nearly complete on the northside project with earthwork for widening and drainage remaining at 176th Street. Signal and lighting work is underway. Construction continues ahead of schedule and within budget.

Current Project Highlights and Accomplishments

Construction Highlights

SR 240/I-182 to Richland Y – Add Lanes and SR 240, Richland Y to Columbia Center Interchange

This project constructs additional lanes on SR 240 between Richland and Kennewick, linking I-182 with the U.S. Department of Energy's Hanford site, the Columbia Center commercial areas, and east Kennewick's industrial zones. Activities during the last quarter include the completion of demolition of all buildings and the relocation of an existing pressurized 12 inch water main for the City of Richland. Clearing and grubbing operations are approximately 80% complete. Embankment construction of the new eastbound lanes continues between the Yakima River and the Richland Y Interchange. Construction of the new Richland Y and George Washington Way Interchange bridge structures are currently underway with concrete footings in place. Excavation for retaining wall footings started during the first week of June.

SR 395, NSC – Francis Ave. to Farwell Rd.

This project constructs two lanes of the North Spokane Corridor between Francis Avenue and Farwell Road and completes the grading between U.S. 2 and Wandermere. The project will have four contracts. The first contract, Farwell Road Lowering, opened Farwell Road to traffic on June 4, 2005 and will be completed under estimated costs. The second contract, Gerlach to Wandermere Grading, completed the roadway clearing and placement of 95% percent of the roadway fill for the U.S. 2 detour. Work has started on the Market Street detour and the realignment of Hawthorne Road. The detours will be completed in early July 2005. Design work is underway for the remaining two contracts, Francis Avenue to U.S. 2 – Grading and Paving, and Francis Avenue to U.S. 2 – Structures.

SR 527, 132nd Street SE to 112th Street SE

This project will construct one new lane in each direction with a two-way left-turn lane from 132nd SE to 112th SE to increase safety and reduce congestion. This is a partnership project with the City of Everett. Crews have completed paving on the eastern half of the roadway and moved traffic onto the new surface from 121st Street SE to 112th.

Other Capital Programs – Ferries

Anacortes Multimodal Terminal

This project will improve parking and circulation, replace and expand the terminal building, and relocate the tie-up slips to deeper water. The upland parking lot expansion has been completed. Work is currently focused on design of the tie-up slip improvements.

Other Capital Programs – Rail

Tacoma R.M.D. RR Morton Line Repairs – Phase 2

The second phase of this project fully restored rail service and was completed in June 2005. Ten miles of the lowest quality track have been upgraded, two key bridges have been rehabilitated, and the trans-load facility in Morton and a rail spur to a new shipper in Frederickson have been completed.

High Speed Crossovers – Titlow

This project provides a crossover near Titlow Park in Tacoma, to allow passenger and freight trains traveling in either direction to change tracks. The track and signal system construction began in March 2005, after completion of the earthwork. All work was completed in June 2005.

Mt. Vernon Siding Upgrade

This project creates a new siding to allow opposite direction passenger trains to safely pass each other near Mount Vernon. The rail siding construction was completed in May 2005. Additional rail storage tracks are now in design, and are expected to be completed on schedule in June 2007.

Other Capital Programs – Local Projects

Columbia Center Blvd Railroad Crossing

The railroad crossing bridge is complete and was opened to traffic in April. Work is underway on the remaining excavation to complete the railroad relocation. Work will continue through the 2005 construction season on excavation, retaining walls and drainage. The project is within budget and on schedule for completion in November 2005.

Current Project Highlights and Accomplishments

Construction Highlights

Other Highlights and Accomplishments

I-405/SR 520 to SR 522

The I-405 Kirkland Nickel project is now one year ahead of schedule. This congestion relief project addresses the “Kirkland Crawl.” Stage 1 of the Kirkland Nickel project will construct one additional lane in each direction on I-405 from NE 85th St. to NE 124th St. The request for proposals for design-build will be issued on July 15, 2005, and work can begin immediately following award and execution of the contract. The close coordination efforts of the Multi-Agency Permitting Team and local jurisdictions allowed all permit approvals to be received in time to meet this schedule, resulting in a hoped for opening to traffic in December 2007, one year early.

Project Delivery

Proposed Adjustments to Delivery Planning

Highway Construction Program

I-5, S 48th to Pacific Avenue – Core HOV

This the project is on I-5 between South 48th Street and Pacific Ave in Tacoma building new ramps, widening bridge structures over I-5, and making other changes to eliminate the NB I-5/SR16 weave, one of the worst (and most accident prone) traffic bottlenecks in the state, and preparing for HOV lane extension in this area.

Recent construction cost increases, especially in steel and concrete which are big components of this project, have caused expected project costs to be revised upward from the Legislature's Nickel fund expectations. Strong and competitive bids were received on the contract and WSDOT has awarded the contract at a cost of \$72.9 million. WSDOT is proposing a \$3.7 million increase in Nickel funding for the project.

I-90, Ryegrass Summit to Vantage

This project has been completed. The project constructed a new truck climbing/passing lane. Unexpected soil conditions and earthwork requirements increased the contract from one construction season to two seasons and increased engineering costs. WSDOT needs to increase Nickel funding in the 03-05 biennium close out by \$299,000.

SR 161, 204th Street to 176th Street

This project provides new lanes along four miles of SR 161. There are currently two lanes. In order to pay a right of way settlement, WSDOT proposes to transfer \$1,600,000 from the 05-07 construction phase to the 03-05 Right of Way phase of this project. Because the construction phase is under budget, this transfer can be accommodated with no change to project cost or schedule.

Opportunities and Options for Legislative Consideration

Highway Construction Program

SR 522, Snohomish River Bridge to U.S. 2 (Stage 5)

This critical corridor, where concerns for safety and the aggravations of back-ups go hand in hand, has been widened to a modern four-lane highway from Woodinville (Route 9) to Paradise Lake Road. Two sections remain: Paradise Lake Road to Snohomish River Bridge (3.6 miles) and Snohomish River Bridge to Monroe (U.S. 2, 4.2 miles). The 2003 Legislative Funding Package provided funding for the Snohomish River Bridge to Monroe section and stipulated that the middle section, Paradise Lake Road (including an interchange) to Snohomish River Bridge, would be funded through the Regional Transportation Improvement District (RTID) program.

RTID funding has not materialized. The mid-corridor section this would have funded (Paradise Lake Road to Snohomish River Bridge) has higher traffic and much greater safety needs than the last section reaching U.S. 2 in Monroe. Furthermore, design for the middle section is 80% complete and environmental permits are in hand that are in danger of going stale and having to be reacquired if the project is not expiring. WSDOT proposes that Nickel funds be used to build the middle section and make provisions for the most critical improvement needed in Monroe, an interchange improvement to facilitate the flow of westbound traffic on U.S. 2 turning left to SR 522.

SR 539, Ten Mile Road to SR 546

The amount designated by the Legislature for this project in 2003 proved to be too low because the rapid rise in right of way costs in this corridor was not adequately taken account of by WSDOT in its cost estimate. To keep the project moving by acquiring the necessary right of way, WSDOT proposes to shift \$9.8 million in construction funds from 07-09 and 09-11 to use for right of way in 05-07. With the remaining construction funds (about \$58.6 million), WSDOT can proceed with a "Phase 1" construction program taking the widening to about the south city limits of Lynden. The remaining work would then reside in a "Phase 2" project for which additional funds would be required. A more accurate picture of the respective costs of the project elements will be developed in August 2005.

2003 TRANSPORTATION FUNDING PACKAGE - PROPOSED ADJUSTMENTS TO PROJECT DELIVERY (Dollars in Thousands)

HIGHWAY PROJECTS

Project	03-05				05-07				07-09				09-11				11-13				Total by Project	
	Approved Q7 Budget*	Proposed Q8 Budget**	Net Change	Proposed Q8 Budget**	Approved Q7 Budget*	Proposed Q8 Budget**	Net Change	Proposed Q8 Budget**	Approved Q7 Budget*	Proposed Q8 Budget**	Net Change	Proposed Q8 Budget**	Approved Q7 Budget*	Proposed Q8 Budget**	Net Change	Proposed Q8 Budget**	Approved Q7 Budget*	Proposed Q8 Budget**	Net Change	Proposed Q8 Budget**		
Proposed Quarter 8 Budget Versus Last Approved Budget																						
I-5, South 48th to Pacific Avenue - Core HOV	5,000	2,963	(2,037)	79,749	4,728	12,014	1,039	13,053	-	-	-	-	-	-	-	-	92,035	95,765	3,730	-		
I-90, Ryegrass Summit to Vantage	8,389	8,688	299	-	-	-	-	-	-	-	-	-	-	-	-	-	8,389	8,688	299	-		
SR 161, 204th Street to 176th Street	3,265	4,865	1,600	7,643	(1,657)	-	-	-	-	-	-	-	-	-	-	-	12,565	12,508	(57)	-		
All Other Projects, Minor System Adjustments and Rounding	476,255	476,255	-	923,765	-	788,635	-	788,635	601,265	601,265	-	601,265	601,265	601,265	-	425,937	3,215,857	3,215,857	-	-		
Total	492,909	492,771	(925)	1,011,157	3,071	800,649	1,039	801,688	601,265	601,265	-	601,265	601,265	601,265	-	425,937	3,328,846	3,332,818	3,972	-		
Proposed Quarter 8 Budget Versus 2004 LEAP Budget (Baseline)																						
	2004 LEAP Budget	Proposed Q8 Budget**	Net Change	Proposed Q8 Budget**	2004 LEAP Budget	Proposed Q8 Budget**	Net Change	Proposed Q8 Budget**	2004 LEAP Budget	Proposed Q8 Budget**	Net Change	Proposed Q8 Budget**	2004 LEAP Budget	Proposed Q8 Budget**	Net Change	Proposed Q8 Budget**	2004 LEAP Budget	Proposed Q8 Budget**	Net Change	Proposed Q8 Budget**		
Total	560,466	492,771	(67,695)	1,011,157	113,651	834,329	801,688	(32,641)	608,743	601,265	(7,478)	425,232	425,937	705	3,326,276	3,332,818	6,542					

2003 TRANSPORTATION FUNDING PACKAGE HIGHWAY PROJECTS: OPPORTUNITIES AND OPTIONS (Dollars in Thousands)

Project	03-05			05-07			07-09			09-11			11-13			Total by Project
	Budget*	O&O Budget**	Net Change	Budget*	O&O Budget**	Net Change	Budget*	O&O Budget**	Net Change	Budget*	O&O Budget**	Net Change	Budget*	O&O Budget**	Net Change	
For Legislative Consideration in 2006 Supplemental Budget	4,881	4,832	(49)	8,269	14,425	6,156	62,850	57,894	(4,956)	8,000	6,849	(1,151)	84,000	84,000	-	
Quarter 8																
SR 539, Tennille Road to SR 546																

Notes: **"Budget" column is defined as the last approved adjustment to LEAP 2004 Supplemental Budget.

** "O&O Budget" column is defined as the proposed Opportunity and Option budget.

*** All Opportunities and Options for Quarters 4 -7 were presented to the Legislature and were approved and included in the 2005-2007 Budget.

“Watch List” Projects – Cost and Schedule Concerns

Updated Projects from the “Watch List” since March 31, 2005

Highway Construction Program

[SR 4, Svensen’s Curve – Realignment](#)

Update from the March 31, 2005 *Gray Notebook*. This project continues to experience difficulties with right of way acquisition. Appraisals for all parcels necessary for the project have been completed. Currently, WSDOT has acquired one parcel, is in active negotiations with a property owner, and will be making offers to all remaining property owners by the end of June 2005.

With local elected officials supporting the continuation of this project, WSDOT is evaluating the project funds to complete preliminary engineering, Right of Way and construction. Preliminary engineering costs are rising as a result of increased environmental permitting requirements and the development of design options to accommodate various right of way acquisition scenarios. Right of Way acquisition/negotiations continues to be the project’s highest risk activity. The cost increases associated with Right of Way reflect inflation and high-risk property acquisition. WSDOT anticipates construction costs will increase due to increased costs associated with oil prices (i.e. equipment operation costs and asphalt) and new wetland mitigation requirements. This project will remain in the *Gray Notebook* Watch List as WSDOT proceeds with right of way acquisition.

[I-5, Chehalis River Flood Control](#)

This project remains on the “Watch List” while the failure of the U.S. Army Corps of Engineers’ planned funding contribution (see the March 31, 2005 *Gray Notebook*) is being considered. A new finance package must be built if the project is to proceed. This has not yet happened.

[I-5, Salmon Creek to I-205 – Widening](#)

Update from the March 31, 2005 *Gray Notebook*. During construction of the northbound lane addition on this project, the contractor encountered subsurface drainage conditions that caused costs to rise by about \$2 million, as reported in the *Gray Notebook* for the quarter ending December 2004. The same soil circumstances are also expected on the southbound lanes. Another \$3 million in expenses is expected to be required for the project. This project will continue to be reported in the Watch List until the cost impacts on the project are finalized.

[SR 7/SR 507 to SR 512 – Safety](#)

This project was advertised for construction in June 2005. On July 27, bids were opened and the low bid was \$13.7 million or 24% above the engineer’s estimate. Currently, WSDOT is analyzing the bid in conjunction with its funding partners, Pierce County and Pierce Transit, to determine if the project can be awarded. The high bid is the result of escalated costs for the extensive sidewalk and other concrete work. Three business owners have also filed a lawsuit in Pierce County Superior Court over business access issues specific to the RCW 47.50. The court will hear arguments on the constitutionality of RCW 47.50 on September 2, 2005. Pending the court ruling on constitutionality, subsequent arguments on the access issues will be heard in November 2005, with a ruling expected in January 2006. WSDOT’s decision to award will not be made until after the court rules on the question of constitutionality, which is expected in early September 2005.

[SR 9, 268th Street Intersection](#)

Update from the March 31, 2005 *Gray Notebook*. The value engineering review in June identified alignment and wall design changes that could result in a revised construction cost of \$1.39 million. The current budget for this intersection is \$1.31 million. The project team expects to meet the full funding need from cost savings also identified in the value engineering study for the Schloman Road to 256th St. segment of the project.

[U.S. 12, Attalia Vicinity – Add Lanes](#)

A cost risk assessment performed in April drew together the cost implications of several factors affecting the project. There are several bridges and other structures on the project whose estimated cost will be increased by the run-ups in construction material costs, especially steel and concrete. In addition, Boise Cascade, one of the project abutters with whom discussions have been conducted about the alignment, has advised WSDOT of costly issues with the original proposed alignment, which would have crossed a waste disposal and composting site leading to high costs for monitoring, possible remediation, and the risk of encountering unsuitable subsoils. Alignment changes to respond to these concerns have produced an alignment with desirable safety and operational features, but with new right of way plan requirements as well as coordination issues with utilities and the railroad. The advertisement date for the project has been delayed to January 2006 from October 2005. The open to traffic date should not slip. The new projected cost of the project in Nickel funds is \$15 million as contrasted with the original estimate of \$10.3 million.

“Watch List” Projects – Cost and Schedule Concerns

U.S. 395, NSC-Francis Avenue to Farwell Road and U.S. 395, NSC-U.S. 2 to Wandermere & U.S. 2 Lowering

As noted in the March 2005 *Gray Notebook*, costs for both Nickel funded projects on the North Spokane Corridor could increase at completion in 2011, due to higher than anticipated costs in Right of Way acquisition and construction materials. To account for cash flow needs due to these increases, WSDOT is proposing to transfer funding from the NSC-U.S. 2 to Wandermere & U.S. 2 Lowering Project to the NSC-Francis Avenue to Farwell Road Project. The expenditure plan will also be revised. Based on the current estimates, \$17 million would be advanced and transferred to the 05-07 biennium from 09-11 biennium, and between \$15 million and \$20 million transferred in the 07-09 biennium. These transfers do not result in a net change in the Nickel funding for these two projects. However, the transfers shift the \$32 to \$37 million shortfall in the funding to the NSC-U.S. 2 to Wandermere and U.S. 2 Lowering project. The region is investigating project design changes to reduce costs and develop alternative funding proposals to address this cost increase.

SR 543/I-5 to International Boundary

As reported in detail in previous editions of the *Gray Notebook*, this project's original cost estimate has proved to require adjustment based mostly on two factors: (1) problems with right of way acquisition in the commercial area near the border crossing point; and (2) problems with engineering redesign as a result of soil conditions discovered during detailed geotechnical investigation. The approach to the engineering issues presented for retaining walls and slopes appears to be workable, based on test shafts installed this year. Other engineering changes are also being made. Right of way costs remain uncertain until acquisitions are actually accomplished.

Good news offsetting some of the cost concerns for the project emerged in the recent passage of the federal surface transportation act reauthorization, in which the project received a \$3 million earmark. This will go a long way to helping achieve the project at a cost to the state near the state's original cost expectation.

Other Capital Programs – Rail

Geiger Spur Connection

Update from the March 31, 2005 *Gray Notebook*. This project remains on the Watch List because WSDOT continues to be concerned that project costs will exceed the early estimate by as much as \$2 million and funding for this potential cost increase remains uncertain. In June 2005, Spokane County, in collaboration with WSDOT, selected an engineering firm to begin preliminary design and develop an updated engineer's estimate.

New Items Added to the “Watch List” since March 31, 2005

Highway Construction Program

I-5/SR 502 Interchange

This project will construct a new interchange that connects Interstate 5 (I-5) to SR 502. The project will reduce accident risks on I-5 and provide a direct connection to SR 502 at Battle Ground. This project was added to the Watch List due to ever rising right of way acquisition costs.

The Right of Way estimate has significantly increased from the initial allocation in the Nickel Package due to several factors, including an increased project footprint at the NE 10th Ave. intersection, impacts to private septic systems that necessitate full parcel acquisitions, and property values that have increased much more than anticipated. The latest estimate shows that right of way acquisition may require an additional \$7 million in funding.

The March 2005 *Gray Notebook* reported the advancement of \$350,000 in Preliminary Engineering (PE) funds from the 2005-07 biennium to the 2003-05 biennium. The project actually expended \$150,000 more in PE in the 03-05 biennium than was advanced. The advancement of funds was needed to meet the project schedule. WSDOT will continue to monitor the funding situation.

I-5, Southbound Ramps at SR 11/Old Fairhaven Parkway

This project will improve the I-5 and SR 11 interchange to increase safety by reducing accident risks. This project was added to the Watch List due to schedule concerns.

This project is a coordinated effort with the City of Bellingham's improvements to neighborhood streets. The City needs

“Watch List” Projects – Cost and Schedule Concerns

additional time to complete right of way, environmental and permitting requirements. This may cause the advertisement date to be delayed.

SR 9, Nooksack Rd Vicinity to Cherry Street

This project will realign, widen, and repave State Route 9 between the Nooksack Road vicinity and Cherry Street in Sumas to improve safety and reduce closures. Right of way acquisition is proceeding slower than hoped. Depending on progress, either there will be a delay in the October 2005 advertisement date or the advertisement may be issued subject to acquisition of any outstanding parcels prior to the award of the contract.

Design and right of way acquisition costs have increased by \$600,000. The project team is reviewing the construction estimate to see if these increases can be accommodated within the existing budget. Progress of these issues will be monitored closely through the quarter and an update will be provided in the September 2005 *Gray Notebook*.

SR 522/I-5 to SR 405 Multimodal Project

This project will install a traffic signal and crosswalk at NE 153rd Street, widen eastbound SR 522 at NE 153rd Street to build a new transit stop, construct a six foot wide sidewalk on both sides of SR 522, and replace the two way left turn lane with a raised median to restrict left turns and provide u-turns where needed. The joint project requires right of way acquisition of 26 parcels. Most appraisals are complete and offers to purchase are being made as appraisals come in. These acquisitions are complicated by many business owners' opposition to the project's access improvements for safety, such as median barriers to prevent free left turns across traffic. Utility relocations, especially by Seattle City Light, are also presenting issues. The utility has determined that relocation should be achieved by a utility undergrounding program with an expense of approximately \$6 million for which funding is not clear. In August, when WSDOT project plans reach the 60% stage, Seattle City Light will begin its own utility relocation engineering. The Lake City Way/Bothell Way corridor, badly burdened by traffic and an area of heavy commercialization, is proving to be a very difficult environment for expeditious delivery of the project. The current ad date is delayed indefinitely awaiting further development of the issues just described.

Other Capital Programs – Rail

Vancouver Rail Project

This project will construct capacity improvements and a road/rail grade separation that includes a by-pass of the rail/freight yard and a 39th Street grade separation. Property acquisition is underway at this time.

WSDOT has received the 30% design documents for the project from Burlington Northern Santa Fe (BNSF). The preliminary cost estimates for both the rail and roadway elements of the project far exceed the amount budgeted for the project. Both WSDOT and BNSF recognize that there will need to be modifications made to the preliminary design. WSDOT is performing an extensive engineering review of the documents to determine the causes of the increases and is identifying opportunities to reduce costs. This information will be used to work with BNSF and the City of Vancouver to immediately begin modifications to the design. A formal value engineering review will take place later in the 2005-07 biennium.

Cascade and Columbia River Upgrade

This project would upgrade the light-duty tracks that serve Oroville. However, BNSF has notified the major shipper and the Cascade and Columbia River Railroad that it is considering reducing carload service to the shipper. This puts the viability of the project into question. WSDOT will continue to gather information and assess the situation.

Financial Information

2003 Transportation Funding Package - Paying for the Projects

The first *Beige Pages* (June 2003) displayed the revenue assumptions underlying the 2003 Transportation Funding Package. The revenue forecast has now undergone numerous updates. Legislative action since 2003 has also impacted the underlying assumptions, primarily due to changes to the distribution of revenue from vehicle title fees. The following information incorporates the June 2005 forecast projections. Further refinements to debt service estimates have also been made.

Revenue Forecasts

2003 Transportation Funding Package Highlights:
Deposited into the Transportation 2003 (Nickel) Account (established by the 2003 Legislature)

- 5¢ increase to the gas tax
- 15% increase in the gross weight fees on trucks

Deposited into the Multimodal Account (established in 2000)

- An additional 0.3% sales tax on new and used vehicles
- A \$20 license plate number retention fee

Forecast Update

The accompanying charts show the current projected revenues over the next ten years (for the 2003 Funding Package sources) as forecasted in June 2005 by the Transportation Revenue Forecast Council. This forecast is compared to the Legislature's assumed 'baseline' projections used in the budget-making process in March 2003. Both cumulative ten-year totals and individual biennial amounts are shown.

Forecast comparisons include actual revenue collection data to date as well as updated projections based on new and revised economic variables. The June 2005 forecast of the 2003 Funding Package includes 24 months worth of actual revenue receipt information for gas tax and 23 months worth of actuals for license, permit and fees.

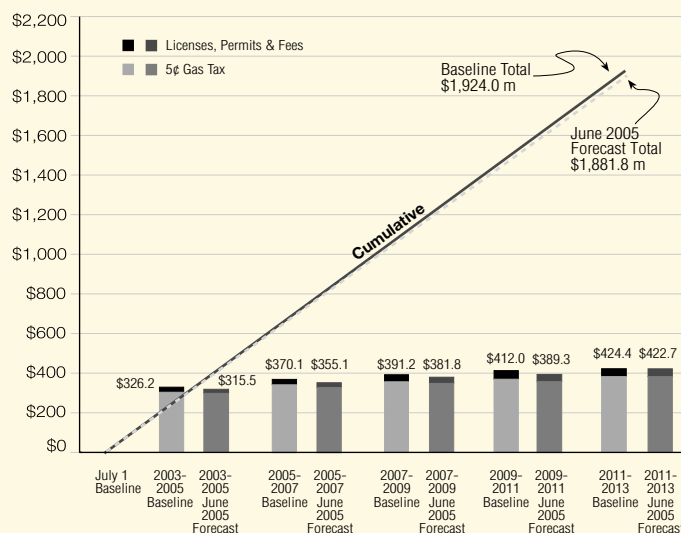
Gas tax receipts for the Transportation 2003 (Nickel) Account, over the ten-year period, showed no change from the March 2005 forecast. The forecast for licenses, permits and fees decreased (-4.7%). Overall, these factors have caused a very slight decrease (-0.4%) in the ten-year look for the account.

In the Multimodal Account, both vehicle sales tax projections and the plate retention fee are higher than the March 2005 forecast resulting in a slight increase in the ten-year look (0.7%). Forecasted revenues are still closely aligned with the legislative baseline projection.

Transportation 2003 (Nickel) Account Revenue Forecast

March 2003 Legislative Baseline Compared to June 2005 Transportation Revenue Forecast Council

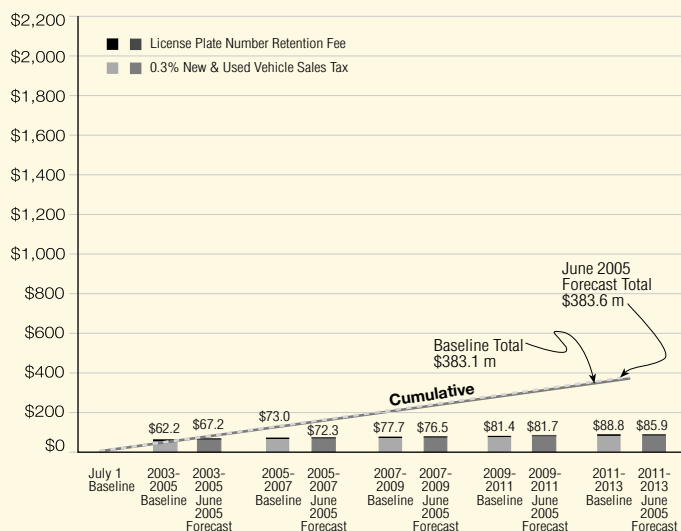
Millions of Dollars



Multimodal Account (New Sources) Revenue Forecast

March 2003 Legislative Baseline Compared to June 2005 Transportation Revenue Forecast Council

Millions of Dollars



Financial Information

Bond Sales Plan for Authorizations Provided by the 2003 Transportation Funding Package

The 2003 Transportation Funding Package contained two new bond authorizations:

- Gas tax bonds: authorization of \$2.6 billion
- State General Obligation (GO) bonds: authorization of \$349.5 million

The proceeds from these gas tax bonds are used to fund highway projects. The debt service is paid by the revenue generated from the nickel increase in the gas tax. The proceeds from the state GO bonds are used to fund rail and ferry projects. Debt service for these bonds is paid from the Multimodal Account. Receipts from the 0.3% sales tax on new and used vehicles are deposited to the Multimodal Account and augment rental car tax receipts and other fees already directed to this account.

2003-2005 Biennium

The Legislature appropriated \$275 million in proceeds from the gas tax bonds and \$47.7 million from the state GO bonds. The final bond sale for the biennium took place in March 2005. Total bond sales for the 2003 Transportation (Nickel) account bonds were \$260 million and \$41.6 for the multimodal (GO) bonds. The table below has more detailed information for each bond sale during the biennium.

Due to adjustments to the cash flow requirement needs for projects funded by the Transportation 2003 (Nickel) Account, the ten-year plan has been revised. The financial plan in the next section displays the current projected expenditure plan.

	Assumed Interest Rate	2003 Transportation (Nickel) Account Bonds		Multimodal Bonds (GO Bonds)	
		RCW 47.10.861 Amount Sold	True Interest Cost	RCW 47.10.867 Amount Sold	True Interest Cost
Date of Sale					
August 2003	5%	\$80,000,000	4.64%	-	
February 2004	5%	\$25,000,000	4.41%	\$20,000,000	4.44%
July 2004	5%	\$70,000,000	4.67%	-	
March 2005	5%	\$85,000,000	4.47%	\$21,600,000	4.48%
Total Bonds Sold to Date		\$260,000,000		\$41,600,000	

Financial Information

Transportation 2003 (Nickel) Account

The Transportation 2003 (Nickel) account was established in the state treasury to be the repository for the revenue raised by the nickel gas tax increase and the increases in various vehicle licenses, permits and fees. Proceeds of bonds issued under the \$2.6 billion gas tax bond authorization are deposited to this account. Uses of the account include cash funding of highway and ferry projects identified by the legislature, and paying debt service and other associated costs for bonds sold to provide debt financing for highway projects. Since gas tax receipts are deposited to this account, the uses are restricted to highway purposes as required by the 18th Amendment of Washington's Constitution. The financial plan below reflects the 2005-2007 biennia budget as passed by the Legislature in April 2005 as well as the legislative projected out-year plan. The 2003-2005 biennium, as displayed, reflects the expected expenditures for the biennium at the time the budget was enacted. This plan brings together all of the projected sources (tax revenue, bond proceeds, interest earnings) and uses (expected cash flow needs, 10-year projected program expenditures including newly enacted revenues and expenditure plans from the 2005 Legislature, and debt service) for this account.

Transportation 2003 (Nickel) Account Pro Forma Ten-Year Financial Plan

June 2005 Revenue Forecast with 2005-2007 Enacted Budget & Expenditure Plan
(Millions of Dollars)

	03-05	05-07	07-09	09-11	11-13	Ten-Year Total
Balance Forward from Previous Biennium	\$0.0	\$51.4	\$14.8	\$40.1	\$50.5	
Minimum Balance	(\$5.0)					
Sources:						
Gas Tax Revenues (new 5¢)	295.8	332.2	352.3	369.8	384.2	1,734.4
Licenses, Permits and Fees Revenues	19.7	22.9	29.5	36.9	38.4	147.5
Interest Earnings	4.3	5.0	3.0	3.0	3.0	18.3
Transfers from Other Accounts	0.0	0.5	0.0	0.0	0.0	0.5
Bond Proceeds	260.0	940.0	863.0	400.0	137.0	2,600.0
Federal Funds	0.0	0.0	0.0	0.0	0.0	0.0
Local Funds	0.0	0.0	0.0	0.0	0.0	0.0
Total Sources of Funds	\$579.8	\$1,300.6	\$1,247.8	\$809.7	\$562.7	\$4,500.6
Uses:						
Cost of Bond Issuance	1.0	2.4	2.2	1.0	0.3	6.9
Bond Sale Underwriters Discount	2.1	7.1	6.5	3.0	1.0	19.7
Debt Service Withholding	22.2	107.7	243.6	338.1	369.6	1,081.2
Highway Improvements	491.2	1,174.5	871.9	429.9	215.9	3,183.3
Highway Preservation	1.7	10.6	0.0	0.0	0.0	12.3
Washington State Ferry Construction	5.2	35.0	98.3	27.4	3.9	169.8
Total Uses of Funds	\$523.4	\$1,337.2	\$1,222.4	\$799.3	\$590.8	\$4,473.2
Biennium Ending Balance	\$51.4	\$14.8	\$40.1	\$50.5	\$22.4	\$22.4

Because financial plans are forward looking documents, 2005 and beyond will not match the "Opportunities and Options" table presented on page 13, which is a look back at the 2003-05 plan.

The gas tax receipts forecast for the ten-year period decreased slightly from the March 2005 forecast (\$0.4 million) and the forecast for licenses, permits and fees also decreased (\$6.9 million) for the 10-year period. Changes to the actual sources and uses of funds have been updated to reflect the most current forecast. The updated *pro forma* predicts an ending balance of \$22.4 million by the end of the 2011-2013 biennium. The March 2005 *pro forma* predicted a negative \$5.1 million ending balance. This change is primarily due to a reassessment of debt service interest rate assumptions and the subsequent reduction in projected debt service payments.

Key economic factors, actual tax receipts, future legislative action, and interest rates will continue to change over time. Future updates to forecasts, including actual and revised assumptions pertaining to bond sales and debt service, will continue to change the projected final ending balance.

Financial Information

Multimodal Transportation Account

The Multimodal Transportation Account was established in 2000 as the repository for tax revenues and operating and capital expenditures not restricted by the 18th Amendment. Both the 2003 and 2005 Funding Packages direct receipts to the Multimodal Account. The 2003 Transportation Funding Package directs receipts from the additional 0.3% sales tax on new and used vehicles and the license plate number retention fee. Funds directed by the 2005 package are discussed in the following section. The most significant pre-existing tax deposited to this account is the rental car tax. The 2003 Funding Package also directs proceeds from the \$349.5 million state GO bonds authorization to this account.

Because of the mix of pre-existing funds, 2003 and 2005 funding being deposited into the Multimodal Account, a clear-cut view of the impact of the 2003 Funding package on this account is less visible.

As shown on page 17 of this section, forecasts of revenue generated by the 2003 Funding Package are closely aligned with the legislative baseline.

The 10-year financial plan for the Multimodal Account with all of its funding sources and associated expenditure plans is displayed on the following page. The Multimodal account is projected to maintain a positive cash balance in 2005-2007 and remains positive throughout the ten year period.

As with the Transportation 2003 (Nickel) Account, key economic factors, actual tax receipts, future legislative action, and interest rates will continue to change over time. Future updates to forecasts, including actual and revised assumptions pertaining to bond sales and debt service, will continue to affect the projected final ending balance.

Financial Information

Multimodal Transportation Account

Multimodal Account Pro Forma

Ten-Year Financial Plan

June 2005 Revenue Forecast with 2005 - 2007 Enacted Budget & Expenditure Plan

(Millions of Dollars)

	03-05	05-07	07-09	09-11	11-13	Ten-Year Total	
Balance Forward from Previous Biennium	\$14.1	\$24.2	\$20.5	\$53.0	\$69.9		
Sources:							
Licenses, Permits Fees Distribution	18.5	15.9	16.6	17.2	17.8	86.0	
Vehicle Weight Fees and Motor Home Fees		82.8	117.2	121.4	125.6	447.0	← Funding source from the 2005 Funding Package
Rental car tax	39.7	45.2	50.2	54.8	59.0	248.8	
Sales Tax on New & Used Car Sales	66.6	71.6	75.8	81.0	85.1	380.0	← Funding source from the 2003 Legislative Package
Miscellaneous Income	1.6	2.1	4.0	4.0	4.0	15.7	
Bond Proceeds	41.6	49.7	134.2	84.5	38.7	348.6	← Bond Authorization from the 2003 Legislative Package
Transfers from Other Accounts	0.0	21.2	21.6	21.8	21.9	86.4	
Federal Revenue	8.2	18.3	9.2	7.4	7.6	50.6	
Local Revenue	2.9	8.5	2.0	0.0	0.0	13.4	
Total Sources of Funds	\$179.0	\$315.2	\$430.7	\$392.0	\$359.7	\$1,676.6	
Operating Uses:							
Cost of Bond Issuance	0.1	0.1	0.3	0.2	0.1	0.9	
Bond Sale Underwriters Discount	0.4	0.4	1.0	0.6	0.3	2.7	
Debt service	1.4	7.7	20.3	38.7	49.5	117.6	
CTR Tax Credits	4.5	5.5	6.0	6.0	6.0	28.0	
Transfers to Other Accounts & Agencies	5.4	29.4	44.2	43.7	48.2	170.8	
WSDOT Program Support & Planning	5.9	7.0	6.8	7.0	7.2	33.9	
Aviation	0.0	1.0	1.0	1.1	1.2	4.3	
Public Transportation	49.5	56.8	55.6	58.9	61.4	282.2	
Public Transportation	0.0	28.2	45.0	46.0	47.0	166.2	← Projects Funded from the 2005 Funding Package
WSF Maintenance and Operations	5.1	3.7	3.5	4.3	4.5	21.1	
Rail Operating	33.5	36.2	37.2	38.1	40.1	185.1	
Rail Operating	0.0	0.2	5.0	5.0	5.0	15.2	←
Local Programs	0.0	0.2	0.2	0.2	0.2	0.9	
Total Operating Uses of Funds	\$105.8	\$176.4	\$226.1	\$249.9	\$270.6	\$1,028.8	
Capital Uses:							
Highway Preservation	1.7	0.0	0.0	0.0	0.0	1.7	← Projects funded primarily from bonding authority provided in the 2003 Funding Package
WSF Construction	9.8	13.2	63.0	51.2	1.8	139.1	
Rail Capital	36.2	61.0	80.8	40.5	42.4	260.9	
Rail Capital	0.0	27.3	21.2	26.5	35.9	110.9	← Projects Funded from the 2005 Funding Package
Local Programs	15.5	33.6	7.0	7.0	7.0	70.1	
Local Programs	0.0	7.4	0.0	0.0	0.0	7.4	←
Total Capital Uses of Funds	\$63.2	\$142.5	\$172.0	\$125.2	\$87.1	\$590.1	
Total Uses of Funds	\$169.0	\$318.9	\$398.2	\$375.1	\$357.7	\$1,618.9	
Biennium Ending Balance	\$24.2	\$20.5	\$53.0	\$69.9	\$71.8	\$71.8	

2005 Transportation Funding Package - Looking Forward to 2005-2007 and Beyond

The 2005 Legislative Session enacted a new funding package in April 2005. Like the 2003 Funding Package, the 2005 Package ties funding to specific projects and programs. Attaining the legislature's 16-year expectation on program delivery from the 2005 Transportation Funding Package requires that the underlying revenue and all the amounts intended to be raised through bond sales be available to meet program needs. Throughout the implementation of the 2005 Funding Package, actual revenue receipts, revenue forecasts and other financing assumptions must be continually monitored, updated, and related to actual and projected expenditures. This section begins to address these issues.

2005 Transportation Package Revenue Sources

- 9.5¢ Increase to the gas tax phased in over four years
 - 3.0¢ in July 2005
 - 3.0¢ in July 2006
 - 2.0¢ in July 2007
 - 1.5¢ in July 2008
- New vehicle weight fees on passenger cars
 - \$10 for cars under 4,000 pounds
 - \$20 for cars between 4,000 and 6,000
 - \$30 for cars between 6,000 and 8,000
- Increased combined license fees for light trucks
 - \$10 for trucks under 4,000 pounds
 - \$20 for trucks between 4,000 and 6,000 pounds
 - \$30 for trucks between 6,000 and 8,000 pounds
 - Farm vehicles are exempt from the increase
- A \$75 fee for all motor homes
- Fee increases to various driver's license services
 - Original and renewal license application increased to \$20 (previously \$10)
 - Identicards, Driver Permits and Agricultural Permits increased to \$20 (previously \$15)
 - Commercial Driver License and Renewal increased to \$30 (previously \$20)
 - License Reinstatement increased to \$75 (Previously \$20)
 - DUI Hearing increased to \$200 (previously \$100)
- Fee increases to various license plate charges
 - Reflectorized Plate Fee increased to \$2 per plate (previously 50¢)
 - Replacement Plates increased to \$10 (previously \$3)

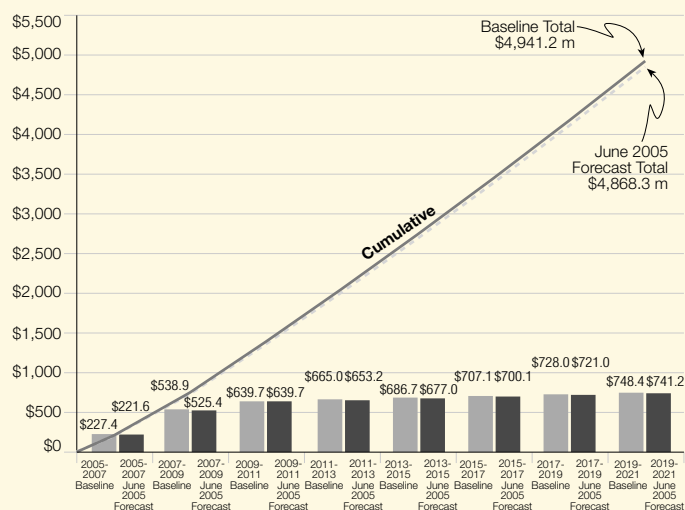
Forecast Update

The accompanying chart shows the current projected new gas tax revenues over the next 16 years as forecasted in June 2005 by the Transportation Revenue Forecast Council, compared to the legislature's assumed 'baseline' projections used in the budget-making process in March 2005. Both cumulative 16-year totals and individual biennial amounts are shown.

Future forecast comparisons will include actual revenue collection data to date as well as updated projections based on new and revised economic variables. Actual revenue collections can change cash flow projections, both positively and negatively. If actual revenue collections are lower than anticipated, monies available in the fund are reduced; conversely, revenue collections higher than anticipated positively affect available monies for project funding. The September 2005 forecast will be the first to have the benefit of actual revenue receipt information.

Transportation Partnership Account Gas Tax Revenue Forecast

March 2005 Legislative Baseline Compared to June 2005 Transportation Revenue Forecast Council
Millions of Dollars



Financial Information

Bond Sales Plan for New Authorizations Provided by the 2005 Transportation Funding Package

The 2005 Transportation Funding Package includes a new bond authorization of \$5.1 billion.

The proceeds from these gas tax bonds are used to fund specific highway projects. The debt service is paid by the revenue generated from the programed increase in the gas tax.

2005-2007 Biennium

For the 2005-2007 biennium, the Legislature appropriated \$400 million in proceeds from the gas tax bonds. The table below shows the proposed bond sales plan for the 2005-07 biennium. The interest rate assumed for planning purposes on all bond sales this biennium is 5%. The first bond sale for this new authorization was originally planned to be \$70 million. However, due to the uncertainty presented by Initiative 912 and at the direction of the State Finance Committee, WSDOT made no bond sale request for the August 2005 sale. A revised bond sale plan will be developed and presented in future editions of the *Gray Notebook*.

16-Year Plan

As noted above, the 2005 Transportation Funding Package included a gas tax backed bonding authorization of \$5.1 billion. The table below presents the projected 16-year plan for future bond sales. If interest rates turn out to be more favorable, monies in the fund available for cash financing will increase due to lower debt service payments; conversely, sales at a higher rate will decrease availability of monies for cash funding due to higher debt service requirements.

Transportation Partnership Account Bond Sale Plan

(Millions of Dollars)

	2005-07	2007-09	2009-11	2011-13	2013-15	2015-17	Total
Authorization: RCW 47.10	\$400	\$1,128	\$1,375	\$1,306	\$820	\$71	\$5,100
Amount Authorized: \$5.1 billion							

Financial Information

Transportation Partnership Account

The Transportation Partnership Account was established in the state treasury to be the repository for the revenue raised by the new gas tax increase. Proceeds of bonds issued under the \$5.1 billion gas tax bond authorization will be deposited to this account. Uses of the account include cash funding of highway and ferry projects identified by the Legislature, and paying debt service and other associated costs for bonds sold to provide debt financing for highway projects. Since gas tax receipts are deposited to this account, the uses are restricted to highway purposes as required by the 18th Amendment of Washington's Constitution.

Future editions of the *Gray Notebook* will include a ten-year financial plan which will show the projected *Sources* (tax revenue, bond proceeds, interest earnings) and *Uses* (2005-2007 appropriations, 10-year projected program expenditures, and debt service) for this new account. Changes to projected sources and uses of funds will be updated quarterly to reflect the most current forecasts. As changes, either positive or negative, are incorporated into the plan, the ending balances in the outer biennia are affected. Key economic variables, tax receipts, and interest rates will change over time. Future updates to forecasts as well as inclusion of actual receipts will impact the future fund balance.

Freight Mobility Investment Account

The 2005 Legislature also created the Freight Mobility Investment Account. This account receives a statutory distribution from combined license fees and passenger vehicle weight fees. Uses of funds in this account are for specified projects relating to freight mobility.

Multimodal Transportation Account

The Multimodal Transportation Account was established in 2000 as the repository for tax revenues and operating and capital expenditures not restricted by the 18th Amendment. The 2005 Transportation Funding Package directs receipts to this account from the new passenger vehicle weight fees, the \$75 motor home fee, and increases to various fees for drivers' license and related services. Both pre-existing revenues and the 2003 Funding Package also direct funds into this account as discussed in the *Beige Pages* section relating to the 2003 Funding Package.

Because this account is the repository for funds from all funding packages, a clear-cut view of the impact of the 2005 Funding Package on this account is less visible. New sources of funds that will be deposited to the account include vehicle weight fees, the \$75 fee for motor homes and increased fees for drivers license and related services.

Like the Transportation Partnership Account, changes to projected sources and uses of funds will be updated on a quarterly basis. The financial plan for this account is displayed on page 21.

Program Management Information

Right of Way Acquisition

Some WSDOT projects can be accomplished entirely within existing highway Right of Way. Often, however, on projects large and small, new Right of Way must be acquired before a project can begin construction.

Right of Way acquisition, often a surprisingly involved process, has emerged as one of WSDOT's principal challenges in on-time, on-budget project delivery.

Why is this so, and what are we doing to effectively manage the process?

Long time lines: Cumbersome Federal Legal Requirements

Most Right of Way acquisitions must be conducted according to the *Uniform Relocation Assistance and Real Property Acquisition Policy Act*. Congress passed this law in 1970, at least partly in response to perceived abuses and overreaching by highway agencies across the country in the highway construction boom days of the 1960s. The *Uniform Act* and its regulations in Title 49, Part 24 of the CFR are very prescriptive in the protections afforded to local homeowners and renters, businesses and other property owners to assure fairness when the state acquires their property for a highway improvement. This includes rights regarding relocation as well as property acquisition. This *Gray Notebook* account focuses mostly on acquisition issues.

Some problems routinely encountered:

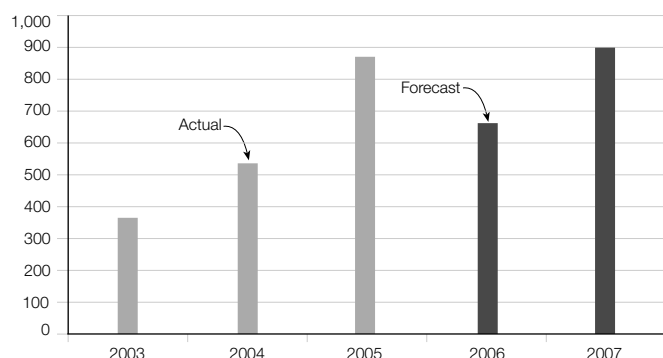
Long Time Lines. The *Uniform Act* carefully blocks the state from rushing or pressuring owners either in negotiations or in condemnation proceedings when acquiring Right of Way. Before a project can be advertised for bidding to contractors,

DOTs must certify that all necessary Right of Way is in hand. To avoid long specified timelines for negotiation causing serious delays, the job of identifying and pursuing Right of Way often begins while a project is still in early phases of design. This, a necessity of expeditious project delivery, virtually assures that Right of Way plans *will change and develop* in the course of project design, even as the right of way experts are establishing the Right of Way needs and beginning their acquisition approaches. Project team communication must function at the highest level in order to minimize these risks, and even then rework of Right of Way plans is often unavoidable.

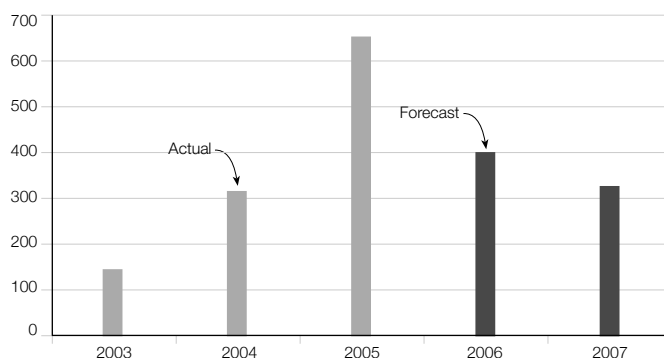
Appraisal and valuations. The appraisal process relies on appraisers' professional judgment and unique valuation questions are often presented by the kind of Right of Way acquisitions that are common in creating or expanding a Right of Way corridor. Disputes over valuation are frequent. Such disputes, in turn, drag many parcel acquisitions into further delays, complications and costs of condemnation proceedings filed in the courts.

During fiscal year 2005 WSDOT referred only 21 parcels (of the approximately 500 acquired) to the Attorney General's Office for acquisition. Of these 21, only two or three will likely end up in court, based on previous experience. The process to get a condemnation to court can take months and even years, so WSDOT won't know for quite some time how many of these parcels will actually go to court. The condemnation rate has fluctuated between 3% and 5% for the past several years but never gone above 5%. Effective use of administrative settlements keeps the number of parcels referred for condemnation quite low.

WSDOT Right of Way Aquisitions
Fiscal Years 2003-2007



WSDOT Right of Way Appraisal
Fiscal Years 2003-2007



Program Management Information

Steps WSDOT is taking now include:

Better coordination to minimize plan changes. Right of Way plan changes can emerge from project design environmental issues, geotechnical discoveries, ownership complications, and modifications to proposed construction techniques for a project. A plan change may require new title work, new appraisals, and new negotiations with owners, all of which can seriously jeopardize schedules. WSDOT is seeking to improve communication between the design office and the right of way staff on each project to minimize both the number and the effects of these occurrences.

Early acquisition. One of the few flexible options for property acquisition under the *Uniform Act* is presented when an entire parcel can be acquired from a willing seller brought to negotiation without the threat of a filed condemnation procedure. Seeking out and taking advantage of these circumstances almost always allows WSDOT to save time. WSDOT is using this practice wherever it can. In the last year, early acquisition strategies have been used with about five parcels, which is about 1% of the total number of acquisitions.

Early appraisal. The *Uniform Act* is very specific about when offers can be made to property owners. For example, the environmental work for the project must be complete and the property must be appraised before WSDOT can make an offer to purchase. To expedite acquisitions, WSDOT and other states often conduct “early appraisals” so that the process can be moved quickly when the time arrives to make offers to property owners. The risk, however, is that rapidly escalating real estate values may render appraisals obsolete before they can be used, and then they must be made again. In the meantime, values may change, sometimes dramatically, and in recent experience no one remembers the value of a piece of property going down as time has passed.

Appraisal waivers. FHWA practice under the *Uniform Act* long has permitted the formal appraisal process to be waived should both parties choose to do so when the acquisition value is less than \$10,000. FHWA recently raised that maximum value for appraisal waiver to \$25,000. Today about 80% of WSDOT

acquisitions fall within the amount which permits WSDOT to proceed with the waiver of a formal appraisal (unless objected to by the owner). This is potentially a very helpful step.

Streamlining the lien release process. When WSDOT acquires just a portion of a property, the whole of which is encumbered by a lien, to secure a mortgage or deed of trust, the question becomes: how does WSDOT obtain a release of the lien holder’s interest in the portion acquired? Reconveyances and Mortgage Releases have become a challenge for project delivery because the lending industry is not as responsive as it once was. Sometimes obtaining these releases may take six to eight months. This trend is not specific to WSDOT or even governmental acquisitions in general, but rather a general trend in the industry. Formerly WSDOT set a threshold minimum value of \$10,000 above which it would require these actions. To reduce their number, WSDOT has recently increased that threshold to \$25,000. To improve the management of these transactions consistent with the needs of project delivery teams in the Regions, responsibilities for these transactions have also been decentralized from headquarters to the regional offices. In the twelve-month period prior to June 20, 2005, 23 such conveyances were noted.

Expanded use of real estate consultants, including “on-call” appraisal consultants. Traditionally, WSDOT engaged independent appraisers through project-specific RFP procurements that were time-consuming and inefficient to manage. WSDOT has now selected a number of appraisers to provide services under “on call” contract. This expedites the appraisal process.

WSDOT also has hired real estate services contractors in several areas apart from the appraisal process. With the consultant who assisted WSDOT on right of way work for the forthcoming SR 9/SR522 to Clearview Project, WSDOT began formal de-briefing to encourage the consultants to offer their suggestions for improving WSDOT’s Right of Way practices. The consultant’s principal concerns were with the provision of inadequate early plans for right of way needs identification and with the volume of design changes that were made concurrently with the right of way assessment program.

Program Management Information

Sharing WSDOT's appraisals. By long custom, WSDOT made offers to purchase Right of Way without sharing with owners the appraisal analysis that WSDOT had developed to support the dollar amounts of the offers. Cat-and-mouse negotiations often followed, with owners frustrated at their inability to confront the appraisal information in WSDOT's hands. WSDOT has now changed this practice. The valuation process is now transparent to owners from the very moment WSDOT makes an offer to purchase property. WSDOT believes that this will facilitate negotiation and lead to a reduction of cases in which failure to reach a negotiated agreement leads to courtroom condemnation trials.

Delegation of administrative settlement authority. Formerly at WSDOT all administrative settlements of condemnation cases were conducted by the headquarters office. In an effort to streamline procedures, remove bottlenecks and allow the condemnation process better to reflect local circumstances, this power has now been delegated to regional offices.

Projects Currently on "Watch List" with Right of Way Concerns

U.S. 395 North Spokane Corridor

WSDOT is approximately \$12 million over the original property acquisition budget of \$43.6 million. The overrun has been caused by zoning changes, high court awards and a low estimate to acquire a wrecking yard. The court awards and zoning changes are expected to continue, thus having a continued impact on project costs. WSDOT does not have a current estimate on the additional costs, which are under the control of market forces and litigation outcomes. Costs for this projects will likely increase due to delay in the acquisition process.

SR 4, Svenson's Curve - Realignment

Potential increased costs on one major parcel may cause Right of Way expenditures for this project to increase substantially. There is a possibility that the parcel may need to be acquired through eminent domain. When that happens, the compensation decision rests with the court.

SR 543, I-5 to Canadian Border - Additional Lanes for Freight

The affected businesses located on this project must be relocated within the immediate vicinity of the International Border. To meet the deadlines provided by the project office, WSDOT decided to provide temporary relocations for the affected businesses, which increased project costs significantly. For instance, the cost to bring in temporary utilities to serve the displacement site is estimated at \$75,000, a cost not included in the original estimate. After considering the increased costs, the project office has decided to allow the business to stay in the displacement site until their permanent replacement sites are complete, rather than relocate them again.

Program Management Information

Utilities

Many buried and hanging utility lines - including water, electricity, sewer, storm drains, phones, cable, internet, and gas - can be affected by a roadway construction project. WSDOT manages roadwork projects that affect utilities through coordination, communication and cooperation.

Coordination keeps utility companies abreast of upcoming projects that may impact their facilities. It also allows utility companies to make upgrades on facilities that could be done jointly with a highway project.

WSDOT engineers communicate early with utility representatives to go over planned highway projects within highway corridors so utility companies can determine how utilities will be affected. This information helps the companies budget and plan to respond to these impacts.

These coordination and communication efforts result in better cooperation. The utilities obtain an understanding of project scheduling, and WSDOT can avoid utility lines, or reduce the amount of time and expense for relocating utility lines and facilities. Utility companies are also encouraged to make and keep commitments on project schedules.

Some examples of these efforts are:

Interstate 5 -South 48th to Pacific Avenue Project

The City of Tacoma did not have adequate staff to perform design relocation activities of city-owned water and/or storm facilities. WSDOT used its on-call consultant to design the water and storm facilities. The City then approved the design and administered the contract. This work is taking place in advance of the road construction contract and will reduce the risk of delaying the construction contractor.

SR 24, I-82 to Keys Road project

Two telecommunications lines hanging on the Yakima River Bridge will be moved because the bridge is being replaced. One utility company chose to move off the bridge, but has to build a reroute system of its lines before it can move. The schedule to get this rerouting completed did not meet WSDOT's project schedule for demolishing the old bridge and placing the new one. To facilitate, the South Central Regional Office is meeting routinely with the telecommunications company to be sure every option is considered to keep the project on schedule. The telecommunications company now has their contractor on site and is temporarily relocating their facilities out of the

way of the contractor's work. Their work is monitored daily to be sure all efforts are being made to meet the contract schedule.

I-90/Moses Lake Area - Bridge Clearance

A redesign of the bridge created an unforeseen impact on a telecommunications line. WSDOT's designers are working with the telecommunications company to see if there is a way to avoid a costly utility relocation. A joint utility pole, which is a pole with more than one utility, also will be moved. The challenge is to be sure all of the utilities hanging on the pole move at the same time. This means coordinating all of the utility companies' resources, and encouraging them to cooperate in their construction activities.

Ten of the 13 completed nickel projects have required utilities to be moved or otherwise affected; none of these 10 projects have been delayed due to utility work.

Program Management Information

Consultant Utilization

The last two quarters of the 2003-2005 biennium closed with a flurry of activity on project development for the Nickel projects. From January 1 through June 30, 2005, consultant authorization increased over 20% on Nickel projects touching many different projects. The net total of new consultant authorizations during these two quarters for work not previously authorized was \$22,927,000, an increase of 40% (over \$6.5 million) from the \$16,356,000 spent in the last two quarters of 2004. The biennium total for Nickel Package reporting for consultant agreement work is now \$121.4 million. Portions of these dollar amounts may include funds committed by funding partners.

On-Call Consultants

On-Call consultant authorizations for the period January 1, 2005 to June 30, 2005 were \$8,637,831. Forty-two separate prime consultant firms received authorizations, either as new Task Authorizations or as amendments to prior Task Authorizations. Thirty-seven separate sub-consultant firms received work authorizations representing more than \$2 million of that total.

Project Specific Agreements

Project Specific Agreement authorizations were \$14,289,368 for the same period. These are agreements individually advertised by project. These agreements were either new or were supplements to previous authorizations. Sixteen separate prime consultant firms and 42 separate sub-consultants received authorizations from project specific agreements.

Preparing for the Next Wave of Projects

In preparation for the large increases in consultant utilization expected from the 2005 Transportation Funding Package, the Consultant Services Office advertised requests for Statements of Qualifications from consultants, both for general state-wide needs and the Urban Corridors Program. However, a number of work authorizations which would have used on-call consultants have been delayed due to the current hold on 2005 Transportation Funding Package work pending the results of Initiative 912.

Project	Consultant	Total \$	No. of Subs	Amt for Subs	Auth. Type
SR 99 Alaska Way Viaduct EIS Phase II	Parsons Brinkerhoff	\$7.2 Mil	19	\$4.8 Mil	Suppl.
I-90 Two Way Transit & HOV	HNTB Corp	\$2.4 Mil	5	\$700 K	Suppl.
I-5, SR 161 I/C & SR 18 I/C	Berger/ABAM Engineers	\$1.8 Mil	8	\$800 K	New
SR 539 I-5 Access	Davis Evans & Assoc.	\$600 K	4	\$264 K	Suppl.

Project	Consultant	Total \$	No. of Subs	Amt for Subs	Auth. Type
SR 539 Ten Mile Rd to International Boundary	Univer-sal Field Services	\$1 Mil	-	-	New
SR 520 Design Level Mapping	David Evans & Assoc.	\$685 K	-	-	Amend
U.S. 12 to Walla Walla R.	David Evans & Assoc.	\$513 K	3	\$171 K	New .
I-5/I-205 & 134th St I/C	HDR Engineers	\$364 K	-	-	Amend
Multimodal Ferry Terminal	LMN Architects	\$500 K	7	\$242 K	New .

Program Management Information

Environmental Documentation, Review, Permitting, and Compliance

Compliance With the Endangered Species Act

2003-2005 Biennium Construction Season

Endangered Species Act (ESA) consultation has been completed on all but two of WSDOT's projects: *SR 509 Design and Critical Right of Way* and *SR 304/ SR 3 to Bremerton Ferry Terminal*. Local government agencies are handling the Endangered Species Act (ESA) consultation process for these two projects and the status of the consultation process is unknown.

ESA Compliance Status for 2 Projects 2003-2005 Biennium	Number of Projects
Local Project- ESA processing by local government	2

2003-2005 Projects Being Processed by Local Governments:

SR 509 Design and Critical Right of Way
SR 304/ SR 3 to Bremerton Ferry Terminal

2005-2007 Biennium Construction Season

Of the 39 total projects planned for the 2005-2007 biennium, 19 have completed the ESA consultation process. WSDOT has started the consultation process on 11 of the Nickel projects. Two projects are currently under review at the Services¹ (*I-5/ SR 502 Interchange*, and *I-5/ Rush Road to 13th Street Vicinity*). Seven projects have not yet developed sufficient data to start the biological assessments.

ESA Compliance Status for 39 Projects 2005-2007 Biennium	Number of Projects
Endangered Species Act consultation complete	19
Biological Assessment underway	11
Projects lack sufficient information to start the consultation process	7
Local Project- ESA processing by local government	0
Projects under review at the Services ¹	2

Post 05-07 Biennium Construction Season

Work is starting on the 30 Nickel projects that are scheduled to begin construction after the end of the 05-07 biennium. Six of the projects have completed the ESA consultation. Three projects have the consultation in process. Twenty-one projects do not yet have sufficient information to start the biological assessments.

2005-2007 Projects with Consultation Completed:

SR 167, 15th St SW to 15th St NW – HOV
SR 9, Nooksack Rd Vicinity to Cherry St
SR 516, 208th and 209th Ave SE
SR 9 Schloman Road, Vic-256th St. E Vic
SR 9, 108th Street NE (Lauck Road)
I-90 Moses Lake Area – Bridge Clearance
SR 4 Svensen's Curve – Realignment
SR 522, UWBC Campus Access
I-5 Core HOV-S.48th to Pacific Ave
I- 90/ Seattle to Mercer Island
SR 167/NB Ramps to Ellingson Road Signal and Ramp Install
I-205 Mill Plain Exit (112th Connector)
SR 20/Ducken Road to Rosario Road
SR 20/Fredonia to I-5 – Widening
SR 270/ Pullman to Idaho State Line
SR 202/Preston-Fall City Road and SR 203
SR 3/SR303 I/C (Waaga Way) new ramp
I-90/ Pines Road to Sullivan Road Widening
I-5 Core HOV – S 48th To Pacific Ave

2007 and Beyond Projects with Biological Assessment Underway:

U.S. 12 Attalia Vic to U.S. 730 – add lanes
SR 99/S. 284th to S.272nd St – HOV
I-5/SR 532 Northbound Interchange Ramps

2007 and Beyond Projects with Consultation Completed:

I-5/SR 526 to Marine View Drive
I-405/SR520 to SR 522
SR 22/I-82 To McDonald Road
SR 519 Intermodal Access Project
SR 16 Burley Olalla Intersection
SR 539/Tenmile Road to International Boundary

Ferry and Rail Projects

Similar documentation for Endangered Species Act compliance is submitted for ferry and rail projects. Two ferry projects are scheduled to go to bid in the 05-07 biennium. The Anacortes Terminal Building and the Mukilteo Multimodal Ferry terminal projects are both beginning to prepare their biological assessments. The ESA consultation will be conducted by Burlington Northern Santa Fe Railroad.

¹ The Services are U.S. Fish and Wildlife and the National Oceanographic and Atmospheric Administration and Fisheries.

Program Management Information

Construction Employment Information

How Many Construction Workers Work on Active 2003 Transportation Funding Package Projects?

WSDOT has asked construction contractors on the 2003 Transportation Funding Package projects to provide WSDOT with a “snapshot” estimate of the “average” direct jobsite employment on each Nickel job over the course of the quarter. The following table shows the prime contractors’ responses for their work and their on-site subcontractors on the projects that have gone to construction.



A roller operator working for Scarsella Brother at SR 161, 204th St. to 176th St.

Average Number of Workers Employed by Prime and Subcontractors For Active Nickel Projects¹: Project/Contractor

	Jan - Mar 2005	Apr - Jun 2005
I-5/Salmon Creek to I-205 (Hamilton Construction and its 50 Subcontractors)	26	33
I-90/Argonne Rd. to Sullivan Rd. (Scarsella Bros. and its 26 Subcontractors)	6	43
SR 527, 132nd St. SE to 112th St. SE (KLB Construction and its 37 Subcontractors)	31	29
U.S. 395, NSC - Farwell Road Lowering (Max J. Kuney and its 16 Subcontractor)	12	18
SR 161/234th St to 204th St. E (Scarsella Bros. and its 18 Subcontractors)	7	12
SR 203, NE 124th/Novelty Rd. Vic. Roundabout (Wilder Construction and its 26 Subcontractors)	No work	1
I-5/Federal Way - S 317th St. HOV (Icon Materials and its 35 Subcontractors)	45	47
I-5, 2nd St. Bridge Replacement (Mowat Construction and its 23 Subcontractors)	18	25
SR 18, Covington Way to Maple Valley (Terra Dynamics and its 1 Subcontractor)	No work	No work
SR 18/Maple Valley to Issaquah/Hobart Rd. (Guy F. Atkinson and its 40 Subcontractors)	40	55
SR 31, Metaline Falls to International Border (M.A. Deatley Construction and its 8 Subcontractors)	8	22
SR 161, Jovita Blvd. to S 360th St. (Tri-State Construction and its 14 Subcontractors)	2	36
U.S. 12, SR 124 to McNary Pool (Steelman-Duff, Inc and its 13 Subcontractors)	31	17
I-5, NE 175th St. to NE 205th St. (Pacific Road and Bridge and its 15 Subcontractors)	1	13
SR 161, 204th St. to 176th St. (Scarsella Brothers and its 9 Subcontractor)	No work	21
SR 16, 36th St. to Olympic Drive (Woodworth & Company and its 7 Subcontractors)	No work	20
I-5, Roanoke Vicinity Noise Wall (Mowat Construction and its 4 Subcontractors)	5	No work
I-5, Roanoke Vicinity Noise Wall - Stage 2 (Wilder Construction Co. and its 9 Subcontractors) ²	No data	No work
SR 16 / Union Avenue to Jackson - HOV (Tri-State Construction and its 33 Subcontractors) ²	No data	50
US 395, NSC - Gerlach to Windermere (KLB Construction and its 14 Subcontractors) ²	No data	14
I 5, Pierce Co. Line to Tukwila HOV - Stage 4 (Icon Materials and its 20 Subcontractors) ²	No data	30
SR 240, I-182 to Columbia Center (Icon Materials and its 49 Subcontractors) ²	No data	31
SR 24, I-82 to Keys Road (Max J. Kuney Company and its 13 Subcontractors)	No work	11
SR 106, Skobob Creek Fish Passage (Quigg Bros., Inc. and its 6 Subcontractors)	No work	0
SR 99, G. Washington Memorial - Aurora Ave. Bridge (Mowat Construction Co. and its 2 Subs)	No work	No work
U.S. 12, Jantz Road - Construction Frontage Rd. (Inland Asphalt Co. and its 5 Subcontractors)	No work	5

Nickel Projects With Completed Construction Contracts

I-500/NE 112th St. Gher Rd. Interchange (Tapani UnderGround)
 I- 90/Highline Canal to Elk Heights (Scarsella Bros.)
 U.S. 395/Kennewick Variable Message Sign (Colivico)
 I-90/Ryegrass Summit to Vantage (Superior Paving and its Subcontractors)
 SR 528/SR529 Paving/Columbia Ave. to 55th (Wilder Construction and its 10 Subcontractors)
 I-90, Sullivan Rd to Idaho State Line - phase two (Inland Asphalt and its 9 Subcontractors)

I-90/Cle Elum River Bridge 90/134 N (Diamaco Inc.)
 I-182/U.S. 395 Interchange - Roadside Safety (Transtate Paving Co.)
 U.S. 97A, Wenatchee North - Paving (Basin Paving)
 SR 124/East Jct. U.S. 12 - Reconstruction/Curve (Transtate Paving Co.)
 SR 9/SR 528 Intersection - Signal (Signal Electric and its 8 Subcontractors)
 U.S. 12, SR 124 to McNary Pool - Irrigation Work (Ray Poland and Sons)
 I-90, Geiger Rd to U.S. 2 Median Barrier (N.A. Degerstrom and its Subcontractors)
 SR 16, 6th Ave to Jackson - HOV (Tri-state Construction, Inc.)

^{1,2} See next page

Program Management Information

Construction Safety Information

This section of the *Beige Pages* tracks the job site safety record on the 2003 Transportation Funding Package projects. All recordable injuries are recorded for both WSDOT personnel and the contractors engaged by WSDOT to perform the construction work. This information is combined into a single number indicating the total number of recordable injuries per project per quarter. A recordable injury is any work related illness or injury that results in death, loss of consciousness, days away from work, days of restricted work or medical treatment beyond first aid.



Mike Tong, clipped in for safety, adds grouting to the casing of a bridge pile on SR 16 over Snake Lake.

Number of Recordable Injuries

Project and Project Team: Contractor and WSDOT Project Engineer	Jan.-March 2004	April - June 2005
I-5/Salmon Creek to I-205 (Hamilton Construction and Donald Owings, P.E.)	0	1
I-90/Argonne Rd to Sullivan Rd. (Scarsella Bros Inc. and Darrel McCallum, P.E.)	0	0
SR 527, 132nd St. SE to 112th St. SE (KLB Construction Inc. and Marlin Lennsen, P.E.)	1	0
U.S. 395, NSC - Farwell Road Lowering (Max J. Kuney Co. and Robert Hilmes, P.E.)	0	1
SR 161/234th St. to 204th St. E (Scarsella Bros. Inc. and Howard Diep, P.E.)	1	0
SR 203, NE 124th/Novelty Rd. Vic. Roundabout (Wilder Construction Co. and Brian Dobbins, P.E.)	0	0
I-5/Federal Way-S 317th St. HOV (Icon Materials and John Chi, P.E.)	1	0
I-5, 2nd St. Bridge Replacement (Mowat Construction Co. and Dave Chrisman, P.E.)	2	0
SR 18, Covington Way to Maple Valley (Terra Dynamics Inc. and Derek Case, P.E.)	0	0
SR 18/Maple Valley to Issaquah/Hobart Rd. (Guy F. Atkinson Co. and Derek Case, P.E.)	0	1
SR 31, Metaline Falls to the International Border (M.A. Deatley Construction and Robert Hines, P.E.)	0	0
SR 161, Jovita Blvd. to S 360th St. (Tri-State Construction and Messay Shiferaw, P.E.)	1	0
U.S. 12, SR 124 to McNary Pool (Steelman-Duff, Inc. and its 13 Subcontractors)	0	1
I-5, NE 175th St. to NE 205th St. (Pacific Road and Bridge and Amir Ahmadi, P.E.)	0	1
SR 161, 204th St. to 176th St. (Scarsella Brothers and Howard Diep, P.E.)	0	0
SR 16, 36th St. to Olympic Drive (Woodworth & Company and Dave Zeigler, P.E.)	1	0
I-5, Roanoke Vicinity Noise Wall	0	0
I-5, Roanoke Vicinity Noise Wall - Stage 2 (Wilder Construction Co. and Stanley Eng, P.E.) ²	No data	0
SR 16 / Union Avenue to Jackson - HOV (Tri-State Construction and John Chi, P.E.) ²	No data	0
US 395, NSC - Gerlach to Windermere (KLB Construction and Robert Hilmes, P.E.) ²	No data	0
I 5, Pierce Co. Line to Tukwila HOV - Stage 4 (Icon Materials and Stanley Eng, P.E.) ²	No data	0
SR 240, I-182 to Columbia Center (Icon Materials and Moe Davari, P.E.) ²	No data	0
SR 24, I-82 to Keys Road (Max J. Kuney Company and Paul Gonseth, P.E.)	No work	0
SR 106, Skobob Creek Fish Passage (Quigg Bros., Inc. and John McNutt, P.E.)	No work	0
SR 99, G. Washington Memorial - Aurora Ave. Bridge (Mowat Construction Co. and John Chi, P.E.)	No work	0
U.S. 12, Jantz Road - Construction Frontage Rd. (Inland Asphalt Co. and Will Smith, P.E.)	No work	1

¹ The following five projects were incorrectly identified as Nickel Projects in previous editions of the *Gray Notebook*: 1. SR 21, SR 25/231 Guardrail, 2. SR 240, SR 240/Yakima River Bridge, 3. SR 900/Newport Way to I-90 - Widening, 4. SR 14, West Camas Slough Bridge 5. SR 543, I-5 to International. The first three are bucket projects, and the final two are funded through pre-existing funds. (Bucket projects are relatively small, non-labor-intensive projects funded through the Nickel funds and sometimes pre-existing funds). The projects have been removed from this edition of the *Gray Notebook*.

² These Nickel Projects were not included in previous editions of the *Gray Notebook*.